

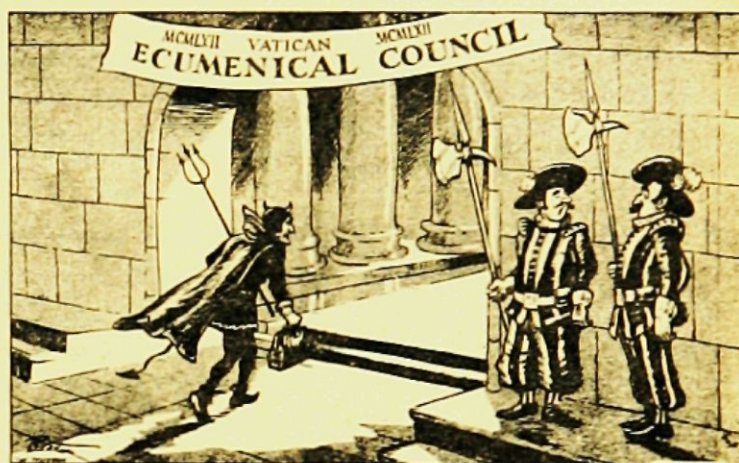
• Abroad •

Aden. The British plans to stabilize this critically important base by federating it with the conservative tribal sheikdoms along the south Arabian coast has probably been wrecked by the revolution in Yemen. The greater part (80,000) of the Aden labor force consists of Yemeni. Most of these are organized in unions, and nearly all support the revolutionary Yemeni government of Colonel Abdulla al-Sallal and economist Abdul Rahman Beidani, both Egyptian trained. Sallal is maintaining his position against the attempts at counter-revolution. Both Saudi Arabia and Britain are reluctant to risk the major campaign that would now be needed to dislodge him. If Sallal consolidates power, Yemen will automatically become ascendant in south Arabia, and Britain will be hard put to hold in Aden itself.

Nairobi. Police have begun the second month of their drive against the Kenya Land Freedom Army which, together with the youth section of the Kenya African National Union, has been reviving the Mau Mau oath-takings and conducting a campaign of arson, sabotage, robbery and occasional murder. KANU had planned spectacular celebrations over the October 20-21 weekend, the tenth anniversary of the declaration of the Mau Mau emergency and the arrest of Jomo Kenyatta. Restrictions by the police and threats by the Luo and Kamba (tribes that fear and hate the Kikuyu, mother-tribe of Mau Mau) prevented parades. But a rally of 15,000 shouted as Kenyatta demanded that Britain immediately set the date for total independence. A symbolic 23-gun salute was staged with firecrackers: a 21-gun salute, the conventional number for heads of state, being "good enough," it was explained, "for kings and queens and emperors but not for Mr. Kenyatta."

São Paulo. The newspaper, *A Folha di São Paulo*, has published a report by the well-known journalist, Andrade da Silva de Azevedo, on the detailed investigation that has been made of the bloody revolt that broke out in Angola in March 1961. On January 22 of that year, when Henrique Galvão seized the Portuguese ship, Santa Maria, 50 of the ubiquitous Russian fishing trawlers were cruising off the coast of northern Angola. A number of photographs of this fleet have been obtained from crews of various other ships that sighted them in that period. The photographs show many Negroes on board the trawlers. These Negroes were put ashore at night, and slipped across the Congolese border. Russian cigarette butts and other significant debris were found where the landings were made. It was this group that organized, on Congolese soil, the frightful March massacres. Weapons have been moving into Africa—some, but by no means all, for the Angola operation—since 1959, included in cargoes landed from Polish, Czech and Russian ships at various West African ports as well as beaches.

Mexico City. This country, by far the largest source of newly mined pure silver, has been in no rush to sell, even though the world price has been making new historic highs weekly. The Mexicans believe that the top is not yet. Silver fell on evil days while it was gradually abandoned as a monetary base—as the ghost towns of Colorado and Nevada witness so picturesquely. But modern technology now requires enormous quantities: above all photography, which takes 45%, and also the electronic and space industries. Coins containing silver are in heavy demand because of the spread of vending machines. If the price gets high enough, will it begin to draw into industrial channels some of the huge tonnage of silver now placed in household utensils and objects?



Toronto Telegram

"Leader of the Opposition"

Paris. A new report states that the Parisian traffic situation is nearing absolute zero. Each working day 770,000 Paris residents go to work elsewhere in the city beyond walking distance; 220,000 others go from city to suburbs; and 655,000 suburbanites travel to work inside the city. Public transport, particularly suburb-city, is hopelessly inadequate, and besides, like everyone else, all Frenchmen want cars. The mileage is relatively small, but those who drive to work need an average 90 minutes a day in their cars, of which more than 30 minutes is spent immobile in traffic jams. The suburb-city traffic is further augmented by the fact that the suburbs have virtually no cultural, recreational or higher educational facilities. It has been proposed that street parking should be totally forbidden in the city. But the experts prove that this would accomplish nothing. In all Paris there is space in garages and parking lots for 120,000 cars and curb-room along the mostly narrow streets for 250,000. City residents own half a million cars. (Thus, if there were only the city-owned cars, at least 150,000 of them must be either moving on the streets or parked beyond city limits—where, in fact, more than half are kept, for weekend use.) Suburbanites own 900,000 cars, of which 600,000 try to get into town each morning. To ban all parking would merely draw more cars into circulation. And new cars are being added to the Paris region at the rate of 100,000 a year.

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